

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 5129

周五月三日二十三號光

WEDNESDAY, APRIL 18, 1906.

三月八日四英香港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000 \$10,500,000
Silver Reserve.....\$5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
E. Goetz, Esq. Hon. Mr. R. Shawan.
C. R. Lehmann, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. A. W. Slade, Esq.
D. M. Nisius, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER.
Shanghai—H. E. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 4th April, 1906. [21]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3½ per cent. per annum.

Depositors may transfer their principal of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP £. Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Peking
Tientsin Tsimshau Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank Berlin.
S. Bleichroeder Berlin.

Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.

Mendelsohn & Co.
M. von Roithchild & Soehne Frankfurt
Jacob S. Stern a.m.
Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koch.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON, GENEVA,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Acting Manager.
Hongkong, 14th March, 1906. [23]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£ 3,750,000);
RESERVE FUND Fl. 5,000,000 (£ 417,000).

Head Office—AMSTERDAM.
Head Agency—BATWIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Semarang, Sourabaya, Cheribon,
Teban, Pecalongan, Pasuruan, Tjilatap,
Padang, Medan (Deli), Palembang, Kota
Radja (Acheen), Telok-Semawe (Acheen),
Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Hiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspontents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4½ per annum.
Do. 6 do. 4½ do.
Do. 3 do. 3½ do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [24]

Dentistry.

DR. M. H. O'HANLON,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [25]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1905. [26]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

	FOR STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELHI { J. D. Andrews, R.N.R. ...	About 19th April	Freight and Passage.
YOKOHAMA VIA SHANGHAI, { PALERMO { E. G. Andrews ...	About 19th April	Freight only.	
MOJI and KOBE { ARCADIA { W. W. Cooke, R.N.R. ...	21st April Noon	See Special Advertisement.	
LONDON, &c. { SOCOTRA { W. R. Hickey ...	About 25th April	Freight only.	
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSSEILLE	{ TIE-LING { DALNY. { CHEFOO. { PORT ARTHUR. { TIENTSIN. { NEW CHENG. { SHANGHAI. { HONOLULU. { AGASAKI. { LYONS. { SAN FRANCISCO. { MUKDEN. { TIENTSIN. { DALNY. { TIE-LING. { OSAKA. { NEW YORK.		

For Further Particulars, apply to

E. A. BEWITT, Superintendent.
Hongkong, 11th April, 1906. [27]

Intimations.

HONGKONG FOOTBALL CHALLENGE SHIELD.

At a Committee Meeting held last night it was decided that the FINAL TIE between H.M.S. "DIADERM" and HONGKONG CLUB for above Shield be played on SATURDAY, 21st instant.

R. MILLER,
Hon. Secretary,
H.K.F.C.S.
Hongkong, 10th April, 1906. [28]

WANTED.

A FIRST-CLASS LEDGER-KEEPER for
CAFE WEISSMANN.
Apply, in writing only, to—
THE CHAIRMAN,
WEISSMANN, LTD.,
34, Queen's Road Central,
Hongkong, 18th April, 1906. [29]

SITUATION WANTED.

A COMPETENT ARTIST and DESIGNER, skilled in Lithographic Work, is open for immediate employment.
For terms, apply to—
NG TSE TING,
C/o Mr. CHEUNG PUI KAI,
Hongkong Telegraph Office.
Hongkong, 12th April, 1906. [30]

NOTICE.

IN THE MATTER OF THE ESTATE OF THOMAS MORTIMER OSULLIVAN, late of SWATOW, in the EMPIRE OF CHINA, Pilot, deceased.

NOTICE is hereby given that all CREDITORS should send their CLAIMS against the above Estate to the undersigned before the 26th day of April, 1906, failing which they will not be recognized.

Dated this 24th day of March, 1906.

G. WILLIAMS,
Executor,
c/o Messrs. Butterfield & Swire.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [31]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Nowchwang, Port Arthur, Keoni, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kura, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotou, Saesoo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Mameda, Mandubu, Otoro, Otauji, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yumekihara, and other Coals.

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905. [32]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES,
Manager.

Connaught Hotel, Telephone, No. 170.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty rooms, elegantly furnished. Flush water lavatories. Excellent cuisine and wines. Under European management.

Hongkong, 16th June, 1905. [33]

VICTORIA HOTEL, SHAMEEN, CANTON, ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA, IN THE CENTRE OF THE FRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN, PLUNKET'S GAP, the FRAIA, near the TRAIN TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906. [34]

THE HONGKONG TELEGRAPH WEDNESDAY, APRIL 18 1906.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

[36]

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoce Road, and should be accompanied by the Writer's Name, and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE),
DAILY—\$1.80 per annum.

The rate per quarter and per annum, proportional, the daily being delivered free, who on address is necessary to message. On entries sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

the Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 18, 1906.

CANTON'S POPULATION.

Recently, Mr. Henry Humphreys called the attention of the Sanitary Board to the desirability of securing the returns of the rate of mortality per mille in Macao and Canton, the object being to discover, if possible, in what degree Hongkong was affected by the prevalence of disease in these ports. It had been suggested that plague in Canton was by no means so serious as several observers had sought to contend, and that despite the lack of proper sanitary measures the capital of Southern China was in a comparatively healthy condition. The most diverse opinions prevail on this point, and so far it has been impossible to verify them one way or the other. As for Macao, weekly bulletins are issued on the subject, with the result that a comparative statement on the existence of disease and the mortality statistics in that Colony may be compiled, but Canton is in an entirely different position. In the first place, no authentic record exists of the population of that crowded city, and nobody has conceived it to be advisable to take a census of the inhabitants. Even if definite returns of the deaths which occur in Canton were obtainable they would be valueless as a statistical statement in the absence of any accurate knowledge regarding the residential and floating population. Almost every writer who has visited and studied life in Canton has made an attempt to guess at the number of those who live in that centre of Chinese activity, but their authority for the statements published has usually crumbled away when subjected to acute examination. One writer estimated the population of Canton in 1874 at 1,560,000; another in 1881 placed it at 1,600,000; still another, in 1900, believed it to be 2,500,000; while others have recorded their guesses at anything between 750,000 and 2,000,000. Obviously, while all are agreed that there is an immense population in and around Canton, the figures given by passing chroniclers are really worth nothing, for the very differences shown in the estimates indicate that they are without official or authoritative backing. His Excellency the Governor interested himself in the Board's recommendation and framed a minute on the subject, in which reference was made to the statements appearing in various English, French, and American publications as to Canton's population. In concluding his remarks, His Excellency wrote: "I think the above notes should satisfy the Sanitary Board that even if we can get with any approach to accuracy through inquiries at the Chinese hospitals, Kafeng committees and coffin shops a record of the deaths at the city, these would scarcely enable us to estimate the rate of mortality per thousand of the population of the city." The probability is that even if it is possible to secure an official statement regarding the population of Canton it would only be approximately accurate. Canton has a large transient population both on shore and afloat. It is visited by large numbers who come from the interior, remain a few days in the city and then return to their homes. They cannot be described as residents, and yet their presence on any particular day when a census was being compiled would affect the returns in such a way as to nullify their reliability in respect of mortality statistics. In cities such as Liverpool and Manchester where people actually reside—that is to say, have their dwellings to which they return no matter how far afield they may roam—the census returns can be accepted as an indication of the city's growth and upon these figures the Registrar-General calculates the annual and quarterly population. So close is it possible to make these calculations that after ten years, when another census is taken, it has been found that the estimate and the returns have differed by only a few hundreds. It is to be feared, however, that such a condition of things will never be found to prevail in Canton so long as it contains a migratory population. The houses have been numbered and, as Mr. Lau Chu Pak suggested, a census of the people might be taken, but aside from the fact that the task would be a prodigious one, especially in the hands of inexperienced enumerators, there is a variety of other factors which would vitiate the value of the recorded number of people actually in Canton. His Excellency has written "I fear it is very unlikely we shall be able to ascertain the Canton rate of mortality with any approximation of accuracy, as I believe that even the total population of that city is not known within a quarter of a million," and that is probably the last word that can be said on the subject for many years to come.

HONGKONG'S WATER SUPPLY.

Householders will note with considerable satisfaction that, as the result of the efforts of Jupiter Pluvius during the past few days, the Water Authority has decided to abolish the restrictions which for some time have been in force, and provide Hongkong, with the exception of the central district which is controlled by the rider main system, with a full and continuous supply of water from to-morrow. Those residing within the rider main area will obtain a supply limited to two consecutive hours, between sunrise and sunset—an increase of one hour in which to lay in a reserve. This concession on the part of the Water Authority will be best appreciated by those who are least able to afford the necessary expense entailed by a limited or intermittent supply of fresh water. It is a curious fact that anything which should tend to dislocate the public service falls most severely on the poorer classes of the community. Yet it is beyond doubt that a restricted water supply means increased expenditure for water carriers to those living in tenement houses. It seems that in times of drought, when the water supply is limited to a short period every day, all the tenants of a house in Wan Chai, for instance, start to refill their jars and other utensils simultaneously. Naturally, there is a greater flow of water through the pipes on the basement, with the result that occupiers on the first and second floors have to await the pleasure of their under-neighbours before the full rush of water reaches the higher level. Indeed, in some houses, the flow to the upper storey is wholly cut off until the needs of the basement have been supplied, and frequently but little time is left for those on the upper floors to provide for the domestic wants of the day. It may be that in the future the reservoirs of the Colony will be of sufficient capacity to ensure a continuous supply of water all the year round, but that time is still far distant. A noteworthy point is, though the supply period is restricted, almost as much water per head of the population is drawn from the reservoirs in the short time when the mains are open as in ordinary seasons, when a full and continuous supply is allowed. In the rider main district, which embraces the area within Caine Road, Wyndham Street and Sands Street, the supply will still be restricted, but those who have managed to eke out the quantity of water obtained in one hour daily will not cavil at the extension of that time by another hour. Now that the rainy season is upon us, we may take it for granted that there will be no further stoppages in the free use of water, and the people residing in the central section of the city may assume that, in a few more days they also will have the privilege of a constant and unrestricted supply of water, which is the best sanitary agent at the command of the Government.

HONGKONG MILITARY EXPENDITURE.

Although there has been a slight decrease in the Army Estimates for next year, there is no effort to curtail the expenditure on behalf of the forces in China. Estimates for the Far East are somewhat difficult to analyse for the simple reason that the establishments at Hongkong, Wei-hui-wei and in the case of the Garrison Artillery, Singapore are grouped together in a fashion that makes it impossible to find out exactly how matters stand, but a general idea may be obtained of the military position in this part of the world. The total number of officers and men to be assigned for duty in China stands at 7,233, which includes Europeans, Indians and Chinese, and comprises Artillery, Royal Engineers, infantry, Army Service Corps, Royal Army Medical Corps, native Indian infantry, and the Chinese regiments. The total pay of the regiment is £11,860, while the total pay of the four companies of Royal Garrison Artillery at Hongkong and of the two companies at Singapore amounts to £10,300. It will be recognised that much of that sum, which together with various other payments reaches the total of a quarter of a million dollars, will, in all probability, be expended in the Far East. The pay and other expenses of the Indian troops in North China is stated at £115,000—or over a million dollars. Under the heading "Quarterings, land transport, remounts, and supplies," there is a sum of £54,030 placed against Hongkong, and that money, we may take it, will be spent in the Colony to the benefit of coolies, tradesmen, and contractors. It is interesting to note that the approximate annual cost of clothing, per man, of the Hongkong-Singapore Battalion of Royal Artillery is—sergeant, £4 14s 6d; rank and file, £3 14s 1d; and recruit, £7 4s 3d. The Engineer services at Hongkong and in North China are estimated together, the total expenses in connection with that branch of the Army being estimated at £6,890. The aggregate expenditure for military purposes in Hongkong and North China during 1906 is estimated at £563,174, or over five and a half million dollars. It is diffi-

cult to say, of course, what proportion of that amount will be left in China, but there can be no doubt that much of it will remain in the Far East, contributing to swell the coffers of local concerns. The importance of the Army to Hongkong is best evidenced, however, in the provision which has been made for new works. In the case of the construction of new buildings, etc., the coolie labourer is bound to benefit, for under the command of a few Europeans who may be military men or civilians, they will perform the greater part of the operations in connection with the new works. It is estimated that a sum of a quarter of a million of dollars will be required for necessary improvements and extensions, and provision is made in the Estimates for the expenditure of that sum. Although the cost of the works appears under the Army Estimates, it is explained that a considerable portion of the expenditure will be debited to the Admiralty. The coolie labourers who are employed by the military authorities are therefore assured of constant employment during the next year or two, and as the coolie retains in Hongkong the money paid for his services, the Imperial Government disbursements must eventually contribute to the prosperity of the Colony.

LOCAL AND GENERAL.

THE German mail steamer *Deutschland* has maintained wireless communication all the way from New York to the Lizard.

THE Governor of Kwangsi has memorialised the throne that Nanning should be made the metropolis of the province and also opened for foreign trade.

THE British Admiralty has ordered from Cammell Laird, and Co., Shefford and Liverpool, a turbine, torpedo-boat destroyer, which is to have a speed of 36 knots.

THE editor of the St. Petersburg *Novosti* has been sentenced to a year's imprisonment for offences against the press laws of the Empire. The *Novosti* has, at the same time, been permanently suppressed.

THE second case in the calendar for the Criminal Sessions, that of Chan Kau and Ho San, charged with assault and robbery with violence from Lau Kau in the harbour, on the 4th ulto., has been set for trial before His Honour the Chief Justice, Sir Francis Pigott, at 11 a.m. to-morrow, Thursday.

A BANK-clerk at Brunswick, named Brunke, who was betrothed to Fraulein Hnar, found himself equally attached to her sister. The three of them decided to commit suicide. Brunke shot both girls dead and attempted to commit suicide, but failed to inflict fatal injuries. The girls' mother afterwards committed suicide through grief. On his recovery, Brunke was tried and sentenced to eight years' imprisonment.

By kind permission of Lt.-Col. Aitkin and Officers, the Band of the 11th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday, the 19th inst., weather permitting:—

March..... "Talavera".....Home
Overture..... "Flute Suite".....Supper
Waltz..... "Bliss Sweet".....Lowbrian
Selection..... "A Gaiety Girl".....Jones
Song..... "Mama".....Adams
Percussion..... "Chair".....Applause
God Save the King.

A LEITER has been received by the Premier from Mr. Sutton, the New South Wales Commercial Agent in the East, enclosing some very favourable comments from the leading papers in Japan and China on that State and its progress. Mr. Carruthers says it is an excellent thing to know that such an amicable feeling exists towards us. This feeling should be, he thinks, reciprocated by the traders and journals of the State. In view of the criticism we sometimes have to put up with in England if it is the Premier says, some consolation to learn of the good impression we are making in the East, especially as they are boycotting American goods.—*Sydney Telegraph*.

AUSTRALIAN papers print the following London despatch:—The high schools at Odessa have struck, as a protest against the execution of the rebel leader, ex-Lieutenant Schmidt, after having been tried and found guilty by court-martial on board the cruiser *Ochakov*. Two thousand of the sailors on the Sevastopol station at the same time hoisted black flags on their ships as a token of mourning. Thereupon Vice-Admiral Chukhnin, who commands the Black Sea Squadron, ordered a bombardment of the vessel in question, but countermanded his order on receipt of instructions from St. Petersburg. It is reported that ex-Lieutenant Schmidt was shot because no hangman was available to execute him in accordance with the verdict of the court-martial.

SERGEANT Lee, of No. 2 Police Station, placed twelve natives before Mr. F. A. Hazelton this morning. The first and second defendants—a man and a woman—were charged with keeping a common gaming house at No. 49, Nullah Lane, Wan Chai, and the remainder with playing *ngau-pai*, on the premises last night. Evidence was heard to the effect that the woman was the dealer. The fourth defendant won the first hand; the woman took in the losing stakes, and gave the winner fifty cents, receiving back from him three cents as commission. At this stage the police entered and secured the players, together with the gambling paraphernalia, and \$2.50 found on the table. The defendants afterwards admitted the charge. His Worship fined the first two defendants \$50 each, and the others \$2 apiece.

MR. W. Murray Scott, manager of the Taikoo Sugar Refining Company, Ltd., left for home to-day by the steamer *Empress of India*, on twelve months' furlough.

It is stated that Belgian, American and English capitalists have finally arranged for the constitution at Tanqua near Moji of a big dock capable of accommodating twenty-thousand-ton steamers.

DURING the trial of Herbj Roi, charged with manslaughter, at the Criminal Sessions this morning, the body of the Court was packed with a highly attentive and interested audience composed of Indian watchmen, all of whom followed the proceedings very closely.

SAMUEL Thompson, fireman, s.s. *Montague*, was charged before Mr. F. A. Hazelton, at the Magistracy this morning, with being drunk and incapable in Queen's Road Central last night. "Yes, sir," said Thompson, "I was drunk and I'm very sorry too." A fine of 3 was imposed.

LEAVE of absence on private affairs to the neighbouring countries has been granted to the Rev. G. Senile, C. F., from 28th April to 1st July 1905. During his absence his duties will be performed by the Rev. W. E. Godson, M.A., Communications for the latter should be addressed to C. M. S. House, (Haldon), West Point. Leave of absence on private affairs has also been granted to Captain A. W. Tuke, I.M.S. (attached 119th Infantry) from 1st May, 1906 to 31st January 1907.

THE Hon. Mr. Robert Shewan left Hongkong for England by the steamer *Empress of India* this afternoon. There was a large number of his friends at the wharf and they wished him a hearty bon voyage. Last night the office staff of Shewan, Tomes and Co. presented their chief with a handsome set of bound volumes in token of their respect and esteem.

It is rumoured that Mr. Shewan will return a Benedict, but that will not be for some time as he intends to remain in the United Kingdom for several months.

MESSRS. Melchers & Co., agents in Hongkong for the Norddeutscher Lloyd, Imperial German Mail Line, announce to those to expose from China, Hongkong and Japan to Europe, or to ports via Europe, who, from the 1st May to 31st October next, may have found to their interest to confine their support and shipments, during that period, to the Imperial German Mail Line, a rebate of five per cent. on the freight paid as per bill of lading, will be allowed.

To those who, on the 30th April, 1907, have confined their support and shipments during the whole twelve months to the line, a further five per cent. on freight contributed up to 31st October, 1907, and five per cent. on those from that date to 30th April, 1907, will be made. While those, who, on the 31st October, 1907, have given their shipment during the previous eighteen months to the line, an additional five per cent. on freights contributed during the six months ending 30th April, 1907, is promised.

THE consumption of saccharine is steadily increasing in Japan and the Government has raised the customs duty on the article from Y2.50 to Y6.00 per kin or catty with a view to checking its importation, as it is considered injurious to health. It is stated that, there being yet six months before the new tariff comes into force, two prominent foreign firms in Kobe have undertaken to import saccharine to the amount of fifty or sixty thousand pounds each, which will be received before the tariff is increased. According to the *Japan Chronicle* sugar refiners maintain that if this is allowed, the object of the Government in checking importation will not be gained and further that the sugar-refining industry will be seriously affected. Mr. Fujiki, of the Japan Sugar Refining Company of Osaka, is reported to have left for Tokyo on Saturday with a view to urging the Government to take action to prevent the importation of large quantities of the article in anticipation of the new tariff.

IN the Summary Court this morning, the Shun Cheong firm sued the Tai Cheong Fung Ki, Mo Hon and Ng Kam Wing firm for recovery of the sum of \$56.50, being principal and interest due on a promissory note dated 14th October, 1904. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff firm, and Mr. P. W. Goldring, of Messrs. Bruton, Heit and Goldring appeared for the defendant firm. Substituted service of the summons was proved, Mr. Goldring, stating that the firm had been reconstructed and he was merely present to watch the proceedings on behalf of the new firm. Plaintiff having proved the claim, judgment was given with costs against the defendant firm.—Li Yau, a grocer of the Hongkong, sued Fan On, head coolie, for recovery of the sum of \$1.47, being the amount due for provisions supplied on defendant's order for his coolies, and not paid for. Service of summons was proved, and defendant not being present, judgment was given for plaintiff with costs against the defendant.

THE Casino receipts between January 1 and the end of February show an increase over last year of £100,000. It will be remembered that at the beginning of 1906 figures showed a decrease of £60,000, so that more than £160,000 over the usual receipts have been taken in two months. The question of building a second colossus Casino within the Principality of Beaujolais has now reached a most interesting stage. Permission to build a Casino has been granted, this syndicate has been formed, and the site bought. The position is on the very frontier line between France and Monaco, near the La Lourie railway station, and is at present occupied by a small bistro and the Hotel Monfleury, whose proprietors are offered some £3,000 to leave. These premises are to be pulled down, and the new Casino erected in its place. The acquiring syndicate command a capital of £80,000, and are registering their enterprise as a Société Anonyme, under French company law. M. Camillo Blanc has resigned the mayoralty of Beaujolais.

MASSA DUE.
English (*Delta*) 10th inst., 6 p.m.
American (*Korea*) 10th inst., 6 p.m.
German (*Prinz Eitel Friedrich*) 23rd inst.
German (*Prinz Heinrich*) 25th inst.

Indian (*Kumhang*) 29th inst.
Canadian (*Tartar*) 1st prox.
German (*Willibald*) 7th prox.

The Imperial German Mail s.s. *Willibald* left Sydney on 15th inst., at 10 a.m., and may be expected here on 7th prox.

The I. C. S. Co. s.s. *Kumhang* left Calcutta for this port via the Straits on 13th inst., and may be expected here on 29th inst.

The P. M. S. Co. s.s. *Korea* sailed from Shanghai yesterday afternoon, and will be due to arrive at this port to-morrow, between 5 and 6 p.m.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

DISASTROUS EXPLOSION.

MAGAZINES BLOWN UP AT OSAKA.

[From Our Own Correspondent.]

Shanghai, 18th April,
2.10 p.m.

A disastrous explosion has occurred in a block of magazines belonging to private owners at Osaka.

Full particulars as to the damage and casualties have not yet been received.

[Center.]

LONDON, 16th April.

Large Fortunes in America.
President Roosevelt, in a speech, said that it would ultimately become necessary to consider the adoption of a progressive tax on the transfer of unhealthy swollen fortunes, in order to prevent individuals from inheriting over a certain sum.

Later.

President Roosevelt's speech has made a sensation in America, the passage referring to large fortunes is described as advanced socialism, and is anticipated to overshadow pending economic questions.

The Import of Gold to the United States.

For the purpose of encouraging the import of gold to the United States, the Secretary of the Treasury has arranged to lend banks money during the transit of gold from Europe.

BLACKMAILING WOMEN.

TO JOIN THE REBELS IN CHINA.

Kun Tung-wah, an unemployed coolie, residing at No. 22, Fuk Hing Lane, Yaumati, was this morning charged at the Magistracy, before Mr. F. A. Hazelton (1) with demanding \$36 with menaces from three women of the "Khey Fah" house at No. 10, Temple Street on the 16th instant, (2) stealing wooden staves and a wash basin from the same house, and (3) damaging property to the value of \$8. From the evidence heard it transpired that on Thursday last the defendant first made his appearance at the house and asked for money to enable him to return and join the rebels in China. He was refused. He again returned on the next day and obtained 70 cents from each woman. On the 16th, defendant went to the house and said he wanted \$15, but would be content to take \$12 from each woman. When he was refused, defendant commenced breaking furniture in the house and left. Afterwards one of the women went to Yaumati Police Station and reported the matter. There, Sergeant Appleton gave her some marked money. At ten o'clock yesterday morning defendant returned and picking up a chopper to enforce his words, threatened to "chop them to death," if the money was not to be had. The women then handed him the money. On leaving the premises defendant was arrested, and the marked money found in his pocket. Corrobative evidence was given. His Worship said that there was no doubt defendant was a dangerous character, and sentenced him to three months' hard labour and six hours' stocks, and to be banished.

ALLEGED SWINDLE.

WIDOW RELIEVED OF \$3,000.

Wong Iu Ting, a salesman, employed at a firm at No. 246, Wing Lok Street, was brought up on remand before Mr. C. A. D. Melbourne, at the Magistracy this afternoon, being charged with obtaining \$3,000, by means of false pretences, from a widow named Chan Cheung, of No. 5 Po Yat Street, on 18th January last.

Mr. Otto Wong Sing appeared for the prosecution, and Mr. E. J. Grist, (of Messrs. Wilkinson and Grist) defended.

It appeared that on 16th January last the widow was introduced to the defendant by a house-broker. After a few days, the defendant told the widow that dealing in house property in Hongkong was a profitable concern, and spoke to her about going into partnership for the purchase of a house at No. 53, West Street, for \$6,400. Two days later the widow went to defendant's house at No. 3, Shelly Street and handed him \$3,000 in banknotes. After counting the bills, the defendant said something about giving her a receipt when suddenly somebody burst into the room and told the defendant that a telegram had just arrived calling him away on business. The defendant, it was stated, told the complainant to wait until his return. She waited until ten o'clock that night but saw no sign of the defendant. Next morning when she returned to defendant's house, the house was closed and the inmates gone.

Further evidence was heard, and the case adjourned.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 11.45 a.m. the barometer has risen over China and S. Japan, and fallen in the extreme N.E. of Japan.

The depression which has deepened, lies now in the Pacific off Hokkaido.

Pressure is high over the Yellow Sea.

Strong N.E. winds are indicated in the Formosa Channel and over the N. part of the China Sea.

Forecast:—Strong E. breezes; dull, some rain.

MACAO NOTES.

[From Our Own Correspondent.]

Macao, 16th April.
A south-wester blew with terrific violence shortly before one o'clock this afternoon. The gale was accompanied by a torrential downpour of rain for quite half an hour. To all appearances it seemed as if a tornado was sweeping across these regions; fortunately, the storm was of short duration. The wind blew down the large marshes which is every year put up at this time for a sort of Chinese theatre in the public square at Barra. A large number of the audience who happened to be in the marshes during the storm were wounded by the collapse of the structure; some had to be carried away with fractured limbs, while others were removed to hospital suffering from more or less serious injuries. Fortunately the marshes collapsed after the religious function had been completed of what is literally translated from the Chinese as the "Opening of the Peach," or the annual ceremony peculiar to the natives reminiscient of the world's creation. The congregation on this occasion was unusually large. The large majority taking part in the festival had left at its conclusion, but there were many others who remained to wait until the storm subsided. Had the disaster occurred while the ceremony was in progress there is no knowing what the casualties might have been, when it is easily imagined that in the panic and rush for an exit the hundreds of Chinese gathered together under the thatched roof of the marshes would have trampled one another to death.

To Mr. Osborne, witness said he was not aware how the *Taikoo* came out from the Bamboo wharf, on the morning in question. The *Taikoo* came out from Butterfield and Swire's Pier and proceeded to the *Taming*. After starting, he observed the *Polar Star* on his port bow, and he reckoned that as she was the crossing ship she had to give way. He could not say whether the *Taikoo* blew her whistle or not. She ported a little and after clearing the *Polar Star* starboarded to clear another launch.

To Mr. Osborne, witness said he was not aware how the *Taikoo* came out from the Bamboo wharf, on the morning in question. The *Taikoo* came out from Butterfield and Swire's Pier and proceeded to the *Taming*. After starting, he observed the *Polar Star* on his port bow, and he reckoned that as she was the crossing ship she had to give way. He could not say whether the *Taikoo* blew her whistle or not. She ported a little and after clearing the *Polar Star* starboarded to clear another launch.

Wong Yun Su, master of the *Taikoo*, said he blew one blast on his whistle to warn boats on his port side. He did not alter his helm. He crossed the *Polar Star*'s bows about too yards off.

The master of the *Polar Star* explained the position with models, and said the *Polar Star* starboarded her helm and eased her engines when he saw that the *Taikoo* insisted on crossing his bows, and also went astern.

His Worship said: The *Taikoo* was seen a little astern of the starboard bow of the *Polar Star* and making in a direction as if to cross the latter's bows. The master of the *Polar Star* starboarded her helm, eased her engines, and eventually went astern to allow her to do so.

The buoy for which the *Taikoo* was making lay on the port quarter of the *Polar Star* and there appears to be no reason why the *Taikoo* need have passed the *Polar Star*'s bows at all. The master of the *Taikoo* admitted having blown one short blast on his whistle to denote his presence to the *Polar Star*, but, on being questioned, did not know that such a blast indicated that he was intending to go to starboard, which he did not do, and thereby tended to confuse the position by blowing a meaningless whistle. The master of the *Taikoo*'s certificate is suspended for four weeks, at the expiration of which time he is required to undergo a new examination.

NEGLIGENT NAVIGATION.

MASTER'S CERTIFICATE SUSPENDED.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R. N., Marine Magistrate, an inquiry was held into the circumstances connected with the charge of negligent navigation preferred by Mr. E. Osborne, secretary of the "Star" Ferry Company, against Wong Yun Su, master of the steam launch *Taikoo*. Mr. Osborne stated that on the 14th inst., at about 9.30 a.m., he was crossing to Kowloon in the *Polar Star*, and heard a whistle (one short blast), and saw the launch *Taikoo* a little astern of his starboard-beam, going much faster than the *Polar Star*. After hearing her whistle the *Polar Star* starboarded her helm, and eased her engines, but it looked to him as if a collision would occur. He walked forward and saw the *Taikoo* cross his bows about 30 or 40 feet off, and having crossed proceeded round the *Polar Star*'s bows to the *Taming* lying at a buoy on its port quarter.

Mr. Jones, Superintendent of Messrs. Butterfield and Swire, said he was a passenger in the *Taikoo* on the morning in question.

The *Taikoo* came out from Butterfield and Swire's Pier and proceeded to the *Taming*. After starting, he observed the *Polar Star* on his port bow, and he reckoned that as she was the crossing ship she had to give way. He could not say whether the *Taikoo* blew her whistle or not. She ported a little and after clearing the *Polar Star* starboarded to clear another launch.

To Mr. Osborne, witness said he was not aware how the *Taikoo* came out from the Bamboo wharf, on the morning in question. The *Taikoo* came out from Butterfield and Swire's Pier and proceeded to the *Taming*. After starting, he observed the *Polar Star* on his port bow, and he reckoned that as she was the crossing ship she had to give way. He could not say whether the *Taikoo* blew her whistle or not. She ported a little and after clearing the *Polar Star* starboarded to clear another launch.

Wong Yun Su, master of the *Taikoo*, said he blew one blast on his whistle to warn boats on his port side. He did not alter his helm. He crossed the *Polar Star*'s bows about too yards off.

The master of the *Polar Star* explained the position with models, and said the *Polar Star* starboarded her helm and eased her engines when he saw that the *Taikoo* insisted on crossing his bows, and also went astern.

His Worship said: The *Taikoo* was seen a little astern of the starboard bow of the *Polar Star* and making in a direction as if to cross the latter's bows. The master of the *Polar Star* starboarded her helm, eased her engines, and eventually went astern to allow her to do so.

The buoy for which the *Taikoo* was making lay on the port quarter of the *Polar Star* and there appears to be no reason why the *Taikoo* need have passed the *Polar Star*'s bows at all. The master of the *Taikoo* admitted having blown one short blast on his whistle to denote his presence to the *Polar Star*, but, on being questioned, did not know that such a blast indicated that he was intending to go to starboard, which he did not do, and thereby tended to confuse the position by blowing a meaningless whistle. The master of the *Taikoo*'s certificate is suspended for four weeks, at the expiration of which time he is required to undergo a new examination.

CRIMINAL SESSIONS.

At the Supreme Court this morning, His Honour Sir Francis Piggott, Chief Justice presiding, the April Criminal Sessions opened.

MANSLAUGHTER.

The first case he tried was that of Harbjai Roj, who was charged with the manslaughter of Ng King, at Quarry Bay, on the 26th ulto.

The Hon. Sir Henry Berkeley, Attorney General, instructed by Mr. G. C. Morell, of Messrs. Dennis and Bowley, Crown solicitors, prosecuted, and Mr. H. G. Calthrop, instructed by Mr. R. Gardner, of Mr. O. D. Thompson's firm, defended the prisoner, Harbjai Roj.

The following jury was impanelled: Messrs. A. E. Kutsch (foreman), A. R. Smith, Henry Reeves, A. W. Smith, J. W. Kew, Henry Harron, and Francis Gomes.

The Hon. Si Hien Yu Berkeley, Attorney General, addressing the jury, said the prisoner was the chief watchman at Quarry Bay, and the deceased was a co-lier employed there.

On the 26th ulto, deceased was engaged stacking timber.

Prisoner came near him, and deceased asked him what he wanted, and deceased used foul language, which the prisoner returned,

in kind, and then kicked deceased on the left side of the abdomen, and when he ran away followed him and struck him again.

The deceased shortly after died, and the *post mortem* revealed a ruptured spleen.

It was for the jury to consider whether the ruptured spleen caused death, and whether the spleen was ruptured by the blow administered by the prisoner, after they had heard all the evidence which he was about to produce before them.

Evidence was then adduced in corroboration of the on the Attorney General's statement.

For the defence it was contended that the affair was an accident, as the prisoner was punishing the man for a misdemeanour, and Mr. Calthrop said, in the event of the jury finding the prisoner guilty, he would ask that he be punished by a fine.

The jury returned a unanimous verdict of guilty against the prisoner, he was sentenced to three months' imprisonment, but without hard labour, the sentence to run as from the date of arrest, the 26th ulto.

The remarkable increase during the last few years in the number of women employed in various branches of commercial life in Japan must be regarded as a very significant sign of the times. Not content with the occupations which have almost exclusively belonged to females, they have now invaded those fields which have hitherto been considered entirely as belonging to the male sex. The experiment made in the employment of women as clerks and book-keepers has been found satisfactory, and we now find girls employed in many of the firms and stores in Tokyo and other large cities. The employment of women in these various directions will do much towards emancipating Japanese women, who have until now been entirely dependent on men for the shaping of their destinies. It is only natural under such circumstances that female education should engage serious public attention. The number of girls receiving school education, it is stated, is now more than eight times the number of those at school ten years ago. More remarkable are the figures given by the Tokyo Educational Society. Fifteen years ago the percentage of females admitted to the training school for teachers was less than 20, as compared with the men, but to-day the rate has been completely reversed, the number of male applicants being now about 15 per cent. of the total. It is said that women, as teachers, are proving themselves superior to men, and that there is consequently more demand for the former than the latter. There is no doubt that employment of women in the various branches of business activity will steadily increase with the advance of education among them.—*Japan Chronicle*.

HONGKONG TELEGRAPH.

MASTER'S CERTIFICATE SUSPENDED.

THE *POLAR STAR*.

NOTICE.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DARDANUS"	19th April.
GLASGOW and LIVERPOOL	"JASON"	5th May.
GLASGOW and LIVERPOOL	"DECALON"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	13th "
GLASGOW and LIVERPOOL	"RHIPHEUS"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "

The S.S. "Dardanus" left Singapore on the 14th inst., and is expected to arrive here on the 19th.

The S.S. "Hector" left Singapore on the 16th instant for Shanghai (direct).

HOMEWARD.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES & L'POOL	"MACHAON"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th
AMSTERDAM, LONDON & ANTWERP	"BELLEKOPHON"	8th May.
GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th
AMSTERDAM, LONDON & ANTWERP	"HECTOR"	22nd
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DECALON"	19th "
GENOA, MARSEILLES & L'POOL	"HYSON"	20th "

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"TYDEUS"	16th May.
NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	25th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"NINGPO"	19th April.
WEI-HAI-WEI, TSINGTAO and CHEFOO	"KANCHOW"	20th "
MANILA, ZAMBOANGA, PORT DAKWIN, THURSDAY ISLAND, COOK-TOWN, CAIKNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

SHANGHAI	"SHANSI"	21st	"
CHEFOO and NEWCHWANG	"KWEILIN"	23rd	"
SHANGHAI	"YOCHOW"	24th	"
CHEFOO and TIENSIN	"KWEIHOW"	27th	"
SHANGHAI	"SHAOHSING"	27th	"
CEBU and ILOILO	"KAIKONG"	28th	"

! Taking cargo on through bills of lading to all Yangtze and Northern China ports.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

! Taking cargo and Passengers at through rates for all New Zealand and other Australian ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th April, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest, and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2550	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st April, at Noon.
RUBI	2540	I.C. Almond	"	SATURDAY, 28th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 14th April, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL
(With Liberty to Call at the Malabar Coast).

About

"RAMSAY"..... 25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th April, 1906.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIFMSSEN & Co.
Hongkong, 28th May, 1905.

NOTICE.

The Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1903.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING OHLA"
Captain T. AUSTIN, R.N.R.

This Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M. if the Permit.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$3; 2nd Class, \$1; 3rd Class, 50 cents.

On and after Sunday, 2dinst., inclusive, every Sunday will be an excursion, at the following rates—1st and 2nd Class, Single, \$2; Return, \$3; 1st Class, Single with Cabin, \$3; Return, \$3; 2nd Class, Single, 50 cents; Return, 20 cents.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.,
Hongkong, 17th April, 1906.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309.... T. R. MEAD.

"KWUNG TUNG" 1,238.... R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leaves Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...\$1.

Meals \$1 each.

ALSO

Excursions to MACAO every SATURDAY at 6 P.M., and every SUNDAY at 8.30 A.M. returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES: 1st Class single \$2 with cabin \$3.00, return \$3 " " \$3.00, and Class single \$1, return " " 1.50.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is at the Western end of Wing Lok Street.

SHID ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 17th April, 1906.

[18]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship.

SHANGHAI VIA SWATOW

"CHOYSANG"..... THURSDAY, 19th April, 4 P.M.

MANILA

"LOONGSANG"..... FRIDAY, 20th April, 4 P.M.

SHANGHAI

"WINGSANG"..... SATURDAY, 21st April, 4 P.M.

SINGAPORE, PENANG & CALCUTTA.

"KUTSANG"..... TUESDAY, 24th April, 3 P.M.

SHANGHAI

"KWONGSANG"..... TUESDAY, 24th April, 4 P.M.

Taking cargo on through bills of lading to Chefoo and Yangtsze Ports.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 18th April, 1906.

[19]

ORIENTAL & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

TROLLEYS INVADE HOLY LAND.

JERUSALEM AND DAMASCUS IN IT.

Visitors to the Holy Land will soon be able to visit the scene of pilgrimages and sacred history by the same methods employed here to travel from one point to another, namely, the electric trolley car. According to William E. Curtis, Jerusalem and other ancient cities will soon echo with the clanging of gongs and be illuminated with electric lights. The following dispatch is taken from a late exchange:—William E. Curtis, Washington correspondent of the *Record-Herald*, writes that the Sultan of Turkey up till now has been stubbornly opposed to the introduction of electricity in the Ottoman Empire, although he has used the telegraph for many years, and writes from every part of his dominion into the Vildi Koak and even into his private office. There are, however, no telephones, no electric lights, no trolley cars anywhere in either European or Asiatic Turkey, except two or three private plants for lighting and telephone purposes. At last, however, he has yielded and the whole world will regret to learn that a concession has been granted for electric lights in Jerusalem and for lines of trolley cars through that city, and from it to Bethlehem, Bethany, and probably to Jericho, although that has not yet been announced, and is only conjecture. The suspicion is supported by the fact that a new carriage road is being constructed from Jerusalem to Jericho and from Jericho to the alleged tomb of Moses at Nebi Musa. From there it will be constructed to Salt and Amman, in order to connect with the Hedjaz Railway, which is now being built between Damasus and Mecca. The concession has been given to a German company, which has not yet taken the public into its confidence concerning the route.

NOTHING CAN BE DONE.

Nothing can be done by the public to prevent this invasion of the most sacred place on earth. The so-called "improvement" is entirely in line with the spirit of commercialism that seems to control the entire world, and the Sultan would laugh at any one who offered a protest. The railway from Jaffa to Jerusalem was bad enough from a sentimental point of view, but at the same time it is a great public convenience, and pilgrims can now make the journey in a few hours with great comfort and at comparatively small expense, instead of toiling up the dusty road to Zin in load or driving over it in carriages. The introduction of trolley cars in the narrow streets of Jerusalem is, however, not only unnecessary, but it will be a lamentable violation of holy ground. No doubt the German Emperor could prevent it, if the concession must have been obtained upon his personal application. It would not otherwise have been granted. Since his visit to Palestine a few years ago he has taken that country under his protection, so to speak, has shown a great interest in everything that pertains to the sacred places and has not only advised the Sultan concerning the management of affairs there, but has dictated to him with great freedom. The Tolley line to Bethany must cross the Mount of Olives and follow the trail which Jesus so often trod, and the line to Bethlehem will despoil of its sanctity another sacred way.

LIGHT IN JERUSALEM AND DAMASCUS.

The introduction of electric lights into Jerusalem will add much to the convenience and safety of strangers, because the dark and narrow streets are often dangerous, particularly at the time of Mohammedan holidays and feasts, when fanatics are always drawn in large numbers to the holy city, and they would not hesitate to stab a Christian in the back if they could do so without detection. But tourists seldom go out at night, and street lights are not really needed in Jerusalem; and they will deprive the city of much of its pictureque gloom.

Damascus, the oldest city in the world, is also to be lighted by electricity and provided with a system of trolley cars, which will no doubt add to the convenience of the residents, but will look very much out of place, and what is more interesting still, the electricity is to be furnished by the waters of the River Abana, in which you will remember Naaman, the leper, wanted to bathe instead of in Jordan. The Abana is now known on many maps as the Banuda, and it is a wonderful river, bounding over a rocky bed, forming and water as it rushes on to Damascus, where the stream is divided into a hundred little canals to supply the population of the city with water.

A friend writes me that when the workmen were grading on the north bank of the Abana for the electric light plant one of them, an Italian, dug up an earthen jar and smashed it with his pickaxe. As he did so its contents, which were coins of gold, were scattered over the ground. The workmen scrambled for them and hid them away as soon as possible. A few hours later, when the officers of Damascus learned about the discovery, they sent the police to recover the coins under a law which says that everything found in the earth below a depth of five feet belongs to the Sultan. Twenty-one gold pieces, weighing about the same as a Turkish pound, and equivalent to about \$4 in American money, were seized, but according to the general impression 150 or more similar coins were successfully concealed by the workmen and will turn up later at the curio shops. All of them were gold and were covered with Kufic or Babylonian inscriptions, which proved them to be several thousand years old. The place where they were found was probably the garden of some citizen of Damascus at the time of one of the Babylonian occupations before the Christian era.

The street car system of Damascus will begin at the railway station and reach the most distant parts of the city.

BEIRUT WANTS THE SAME.

Beirut, which is the most progressive city in Syria, is now trying to get a similar concession for electric cars and lights, a corporation of natives having been formed there for that purpose. But they are not likely to be successful. None of the concessions granted by the Sultan for such purposes has been given to his own subjects or to any other nationality except Germans; and a friend writes me that the Kaiser is believed to have a personal interest in all of them. This is considered absolutely certain, because it is not believed that the Sultan would grant them otherwise.

The Hamburg-American Steamship Company has recently purchased the four steamships of Karl Stengen and intends to operate them in connection with its tourist steamship business in competition with Thomas Cook and Sons in Egypt, Syria, the Holy Land, Greece and the Turkish Empire, generally under imperial concessions. The company is now building fine hotels in several places, those at Nablous and Jenin being nearly finished. It has purchased a site outside the walls of Jerusalem and is intending to build a hotel there. The headquarters will be at Haifa, where there is a large German colony, and the company will erect a fine hotel there also. Haifa has the best harbour on the coast. It is the terminus of the new railway from Damascus and, if the Sultan's plans are carried out, will soon have railway connections with Jerusalem also. The Hamburg-American Company is improving the carriage road also, and intends to put on lines of carriages to all principal points of interest,

so that the comfort of tourists will be very well served. The German Emperor is supposed to have a financial interest in this scheme.

Indeed, the Germans are securing such a hold upon the Holy Land that a friend writes me: "Before long everything over here will be stamped with those significant words, 'Made in Germany.'

Shipping.

Arrivals.

Daiji Maru, Jap., ss., 907, H. Ohta, 18th April.—Swatow 17th April, Gen.—O. S. K. Chow, Ger., ss., 1151, W. Müller, 18th April.—Bangkok 17th April, Rice and Lumber.—B. & S.

Progress, Mr. s.s., 641, Schewig, 18th April.—Chinkiang 13th April, Gen.—Asgard, Thossees & Co.

Kumano Maru, Jap., ss., 3,127, H. Fraser, 18th April.—Yokohama 10th April, N. Y. K.

Merionethshire, Br. ss., 1,950, D. Davies, 18th April.—Moj 12th April, Coal.—S. T. & Co.

Ithaka, Ger., ss., 1,430, H. Eckhorn, 18th April.—Canton 17th April, Gen.—B. & S.

Choyssang, Br. ss., 1,342, J. W. Selby, 18th April.—Canton 17th April, Gen.—J. M. & Co.

Ningpo, Br. ss., 1,228, Eddy, 18th April.—Canton 17th April, Gen.—B. & S.

Tosa Maru, Jap., ss., 5,823, K. Kata, 18th April.—Kobe 12th April, Matches.—N. V. K.

Departures.

April 18.

Empress of India, for Vancouver.

Yuzawa Maru, for Japan.

King Maru, for Singapore.

Boulder, for Japan.

Hatschur, for Canton.

Matsuura Maru, for *Wajow*.

Pachaburi, for Ayutthaya.

Kwanzo, for Canton.

Pakho, for Canton.

Dagyo, for Canton.

Arapuan Afar, for Calcutta.

Ousey, for Singapore.

Lymsoon, for Shanghai.

Carl Diederichsen, for Haiphong.

Kwangtung, for Shanghai.

Passengers arrived.

Per *Daiji Maru*, from Swatow—Capt. Ward, Lieut. Felton, Mr. Robinson, Dr. and Mrs. Horne, 151 Chinese, and 6 Japanese.

Per *Tosa Maru*, from Kobe—Mr. R. Hasegawa.

Passengers departed.

Per *Polyenesia*, for Shanghai—Mr. and Mrs. G. T. Montgomery, Messrs. Chirignon, Boncaille, P. Verne, Lagarde, Mr. and Mrs. J. Klopfer, Mrs. Ch. Malaga, Messrs. Rafael Romer and A. Girolami, for Kobe—Mr. Y. Ogawa, for Yokohama—Mt. Lyonn Cocon Capt. Pitault, and Mr. and Mrs. Settier.

Per *Armand Berthe*, for Saigon—Messrs. N. J. Stubb, Thierminnig, 14 petty officers French Navy, 35 French sailors, and 20 Chinese. For Singapore—Mr. A. Kahn, and Major H. C. Phillips, for Colombo—Capt. W. Arbutnott Leslie, for Marseilles—Messrs. Robert C. D. S. C. V. Andrade, Capt. H. S. L. Leder, Madame G. Kahn, M. G. Kahn, Messrs. J. Leog, Bodin, Dumas, Dumond, Vacchi, Mr. and Mrs. Warlomont, and 10 French sailors.

Per *Jingo Maru*, for London via Ports-Imabari, S. Kurino, Madane Kurino, Major-General K. Schirami, Capt. I. Kurini, Jeut-Jols, I. Kiske, I. Machida, U. Hara, G. Ishikawa, Y. Miyahara, I. Sudo, Major Baron I. Yamane, Major Y. Geumura, H. Moto, I. Yamashi, K. Isuoda, K. Ichinaga, Capt. K. Miyahara, Lieutenant O. Sudzuki, Capt. K. Saito, M. Katsuho, Mr. O. Miki, R. Khoda, Messrs. Yoshioka, N. Shigyo, M. Matsui, I. Sakata, J. Iasai, Davis, Mrs. Reynold Mi, and Mrs. Cochran, Miss A. Hewett, Capt. A. W. Dixson, Messrs. J. L. McKinnon, G. G. Jackson, Iwashita Capt. K. Ohishi, S. Kariyama, Y. Koshiyama, Mr. and Mrs. C. W. Smith, S. Shimada, R. Miki, R. Sudo, G. Tanaka, K. Sonoda, Nakamura and I. Tanaka.

Per *Empress of India*, for Vancouver, &c.

Mr. H. H. Jeppi, Mr. and Miss Watson, Dr. and Mrs. Ham, Mr. and Mrs. J. Russell, Mr. and Mrs. E. B. Curtis, Mr. and Mrs. A. S. Womack, Dr. McMurry, Mr. J. R. Milne, Miss Jifkins, Mrs. H. D. Ellis, Messrs. W. Murray Scott, D. E. Brown, J. W. Crouch, R. O. Sheward, F. McGillivray, Mrs. Belknap, Miss Tibbles, Thom, Mrs. F. Shuttleworth, Mrs. Wood, Mrs. and Miss Streetfield, Miss Bell, Misses Ferri, D. Burrows, J. Charlesworth, Major Hobbs, Mr. and Mrs. Wm. Hopwood, Mrs. Swan, and child, Miss Patterson, Mr. and Mrs. Niddleton, Messrs. Morrison, Coulter, Bewley, J. N. W. Denby, Mrs. Turner, Mrs. Judge Turner, McCall, A. O. Gibbs, Lieut. H. Bell, Mr. Morrison, Dr. O'Keefe, Mr. H. C. Delano, Judge John, Col. F. Shuttleworth, Rev. T. S. Donoughue, Messrs. G. C. Saunders, F. Salinger, Col. Shuttleworth's Valet (E. Stapleton), Mr. and Mrs. T. H. C. Aremann, and child, Mr. and Mrs. R. W. Northwick and child, Mr. and Mrs. W. M. McPherson, Messrs. Orange, Anton, Mrs. MacPherson's maid, Messis. H. Price, R. W. Taylor, Mr. and Mrs. C. F. Jackson, Mrs. Martin, Master Buckley, Mr. and Mrs. T. H. Keigwin, Mr. and Mrs. H. Wylie, Mr. T. E. M. Grundy, Mrs. Stewart, Messrs. M. Grundy, C. W. Stewart, W. Murray Scott, S. B. Watson, Messrs. L. S. Gray, Elliot, Mr. and Mrs. A. Murdoch, J. Smilton, Miss Thomas, Mrs. E. Lyell, Misses Alexander, Keigwin, Mrs. A. O. Morton, Mr. Bridge, Dr. Powell, Mr. A. Hamilton, Mrs. Goodwin, Misses Payson, Smith, Bigley, Mr. and Mrs. Shanks, Mr. and Mrs. L. Gibbs, Prof. and Mrs. H. Sharpe, Messrs. W. Horbury, W. B. Crowder, Mr. and Mrs. P. J. Keegan, Mr. G. Stevens, Mr. and Mrs. R. H. Heaton, Misses E. C. Atkinson, R. Johnson, Mrs. Coulter, Miss Wilkinson, Come de Verdonnet, Mr. B. A. Morton, Miss Bertha Barin, Mrs. M. Leepere, Messrs. W. P. Okeden, A. Finlay, Mr. J. McColl, J. G. Lay, C. D. Wilkinson, Knuyett, Frank, A. Raymond, J. W. Burwell, Mr. and Mrs. C. W. Dixon, Messrs. R. M. Joseph, Pearson, Mrs. W. S. Whited and General Pennequin.

Per *Manchuria*, for San Francisco, &c.

Mr. and Mrs. P. Dexeuex, Mrs. H. K. Williamson, on Capt. S. B. Watson, Messrs. Mrs. J. R. Michael, Mrs. T. J. Wright, Mr. and Mrs. W. T. Mrs. Jos. Cummings, Mrs. Irene J. Rielly, Messrs. H. C. Denton, W. B. Macleod, Mr. and Mrs. S. L. Moore, Messrs. J. C. French, Paul Hermann, H. R. H. Prince, Naikan Chiharu, Lieut.-Col. Mam. Narent, Messrs. M. D. Nish, Scheidt, B. F. W. Brigmeyer, T. Keller, H. D. Dierckx, D. F. Sternberg, Mrs. D. H. Wall, T. L. Heyman, Mrs. M. L. Clark, Mr. and Mrs. A. Fuchs, Mr. Harry Fuchs, Dr. and Mrs. R. Smythe, Mrs. Roberts, Mrs. McArthur, Mrs. Robinson, Mr. and Mrs. Ishiwara, Messrs. Goo, R. Summers, W. Uquhart, Chas. Steinhilber, Harry Debnam, Chas. A. Williams, V. A. Korshav, Mrs. Ezra and 2 amahs, Mr. and Mrs. R. H. Fyfe, Messrs. W. Alford, H. Graser, Miss E. M. McCaughan, Mr. and Mrs. B. Dethlof and amah, Mr. P. W. Pfeiffer, Mrs.

Brigavia, *Indrapura*, *Zelen*, 7th April—*Pathan*, *Tourane*, 11th April—*Kouang Si*, *Opak*, *Ping Suy*, *Bentay*.

Ships more Expected.

To port	From	Agent	Arr.
Korea	Shanghai	P. M. Co.	April 19
Deli	Singapore	P. & O. Co.	April 19
Peru	Singapore	P. & O. Co.	April 19
Arcadia	Singapore	H. A. L.	April 19
Dardau	Singapore	B. & S.	April 19
P. E. Friedrich	Japan	M. & Co.	April 23
Kigawa Maru	Japan	N. Y. K.	April 24
Prinz Heinrich	Colombo	M. & Co.	April 25
Tatar	Vancouver	C. P. R. Co.	May

1 DOCK RETURNS

HONGKONG AND WHAMPOA DOCKS.

U.S.S. Barry	Kowloon Dock
Dos Hermanos	"
Hanghae	"
U.S.S. Bainbridge	"
Brandi	"
Kotohira Maru	"
H.M.S. Vitago	"
Clara Jobson	Aberdeen

SHANGHAI.

12th inst.	K. N. A. Dock
Erua	"
Kiangfoo	"
Justin	"
Tungkong	"
Yunshan	"
Waishing	"
Jason	"

Post Office.

A Mail will close for:

Hoihow and Haiphong—Per *Heimdal*, 19th April, 9 A.M.—Amoy, Swatow and Singapore—Per *Alström*, 19th April, 11 A.M.—Macao—Per *Heuerhan*, 19th April, 1.15 P.M.—Swatow and Shanghai—Per *Choyung*, 19th April, 3 P.M.—Rangoon—Per *Canada*, 19th April, 5 P.M.—Singapore, Colombo and Bombay—Per *Tosa*, 20th April, 11 A.M.—Manila, Zamboanga, Port Darwin, Thursday Island, Cocos, Townsville, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth—Per *Chingtao*, 20th April, 3 P.M.—Manila, Po. Zafiro, 21st April, 10 A.M.—Euro, E. & Co., Inda, via Tuticorin—Per *Arealia*, 21st April, 1 A.M.—Shanghai—Per *Wingting*, 21st April, 3 P.M.—Kwangtung, 21st April, 3 P.M.—Weihaiwei, Tsingtao and Chefon—Per *Kanchow*, 20th April, 3 P.M.—Shanghai, 20th April, 3 P.M.—Weihaiwei, Tsingtao and Chefon—Per *Kanchow*, 20th April, 3 P.M.—Shanghai, 20th April, 3 P.M.—Weihaiwei, Tsingtao and Chefon—Per *Kanchow*, 20th April, 3 P.M.—Shanghai, 20th April, 3 P.M.—Weihaiwei, Po. Zafiro, 21st April, 10 A.M.—Euro, E. & Co., Inda, via Tuticorin—Per *Arealia*, 21st April, 1 A.M.—Shanghai—Per *Wingting*, 21st April, 3 P.M.—Kwangtung, 21st April, 3 P.M.—Weihaiwei, Tsingtao and Chefon—Per *Kanchow*, 20th April, 3 P.M.—Shanghai, Nagasaki, Kobe, Yokohama, Honjo and San Francisco—Per *Hongkong Maru*, 21st April, 11 A.M.—Manila, Po. Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth—Per *Petrel*, 21st April, 11 A.M.—Manila—Per *Rubi*, 28th April, 11 A.M.—Shanghai, Nagasaki, Po. Dukota, 23rd April, 11 A.M.—Singapore, Penang and Calcutta—Per *Kutub*, 24th April, 2 P.M.—Shanghai—Per *Kuangtung*, 24th April, 3 P.M.—Shanghai, Nagasaki and Vladivostock—Per *Dayline*, 24th April, 3 P.M.—Fushan, 25th April, 3 P.M.—Shanghai, Nagasaki and Vladivostock—Per *Petrel*, 26th April, 3 P.M.—Shanghai, Nagasaki, Po. Dukota, 2

Mails.



NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN
and SOUTH AFRICAN PORTS.)T.H.E. Steamship
"ARCADIA."Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 21st
April, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong
kong.Silk and Valuables, all Cargo for Europe
and Tea for London (under arrangement), will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 3rd June, 1906.Parcels will be received at this Office until 4
p.m. the day before sailing. The Contracts and
Value of all Packages are required.

For further Particulars, apply to

Steamer. Tons Captain. Sailing.

Shawmut ... 9,600 E. V. Roberts 28th April

Tremont ... 9,600 T. W. Garlick. —

Lyra * ... 3,753 J. Alwen. —

Lyra * ... 4,417 G. V. Williams. —

* Cargo only.

CHIRAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDS.The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.Barber's shop, and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 4th April, 1906. [12]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"DEN OF KELLY" ... 18th April.

"SATSUMA" ... to follow.

For Freight and further Information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 17th April, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents ofHongkong and the Coast Ports, for their kind
patronage and support, and desires to state thatshe will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Pen Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY ... \$22.50

" ... 20.00

" ... 16.75

WHISKY, PALL MALL ... 20.00

" JOHN WALKER & SONS' OLD HIGHLAND ... 12.50

" C. P. & CO.'S SPECIAL BLEND ... 10.50

PORT WINE, INVALIDS ... 20.00

" DOURO ... 13.75

SHERRY, AMOROSO ... 20.00

" LA TORRE ... 16.00

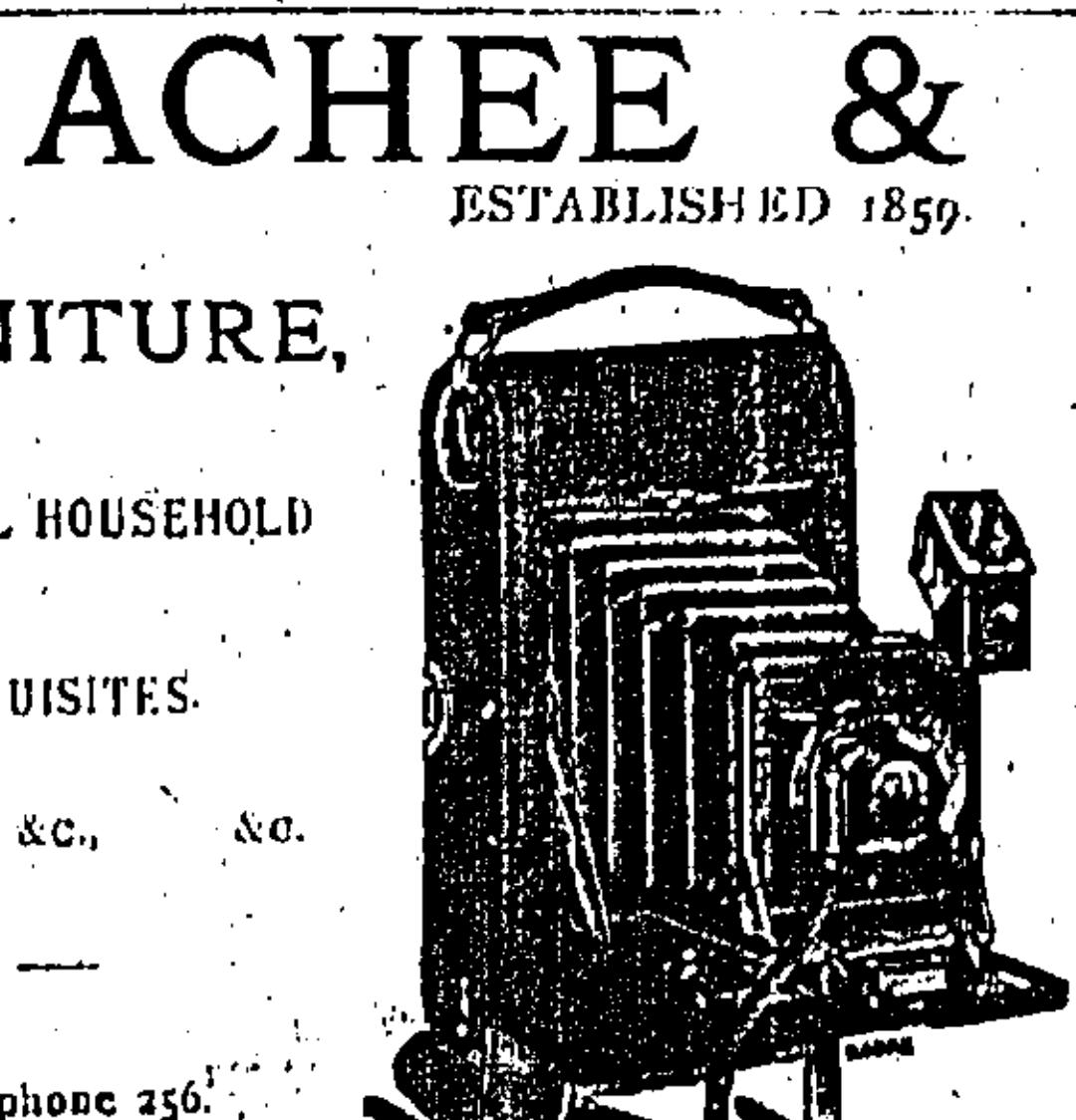
BENEDICTINE, D.O.M. ... 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]



ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 15th May, 1906. [49]

SHARE QUOTATIONS:

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. BY SERVE.	AT WORKING- ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	\$1,000	\$125	\$125	\$1,000,000 \$2,500,000 \$3,100,000 \$4,127,735 \$50,000	1,699,777	\$1 15/- div. and £1 bonus @ ex. 2/9/16 = \$20.87 for 2nd half-year 1905	5 %	\$860
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$355
CHINA TRADERS' INSURANCE COMPANY.								
China Traders' Insurance Company, Limited	14,000	\$183.33	\$25	\$10,000 \$160,415 \$202,455 \$396,955	Nil.	\$4 for year ended 30.6.1905	4 1/2 %	196 buyers
NON CHINA INSURANCE COMPANY.								
Non China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 90
UNION INSURANCE COMPANY OF CANTON.								
Union Insurance Company of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$311,451 \$1,043,930 \$1,152,364 \$750,000	\$426,284	\$12 and \$3 special dividend for 1903	8 %	\$790 buyers
FIRES INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488	\$344 c. 8	\$6 for 1st Qd.	7 %	187 buyers
HONGKONG FIRE INSURANCE COMPANY.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,221,928	\$422,618	\$25 for 1904	8 1/2 %	\$305 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$161,638	\$6,563	\$1 for 1905	8 1/2 %	\$18
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,000 \$88,041	Nil.	\$3 for year ended 30.6.1905	8 1/2 %	\$41 buyers
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	5,000	\$15	\$15	\$120,000 \$241,150	\$21,020	\$1 for second half-year 1905	8 1/2 %	\$25
INDO-CHINA STEAM NAVIGATION COMPANY.								
Indo-China Steam Navigation Company, Limited	10,000	\$10	\$10	\$2,433	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 %	\$94	
SHANGHAI TUG AND LIGHTER COMPANY.								
Shanghai Tug and Lighter Company, Limited Do. (Preference)	200,000	Tls. 50	Tls. 50	Tls. 2,156	Final Tls. 3 making Tls. 3 for 1905	8 1/2 %	Tls. 88 buyers	
SHELL TRANSPORT AND TRADING COMPANY.								
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$14,144	1/1 - Coupon No. 6 for 1905	4 %	267 buyers	
STAR FERRY COMPANY.								
Star Ferry Company, Limited	10,000	\$10	\$10	\$124,217	\$1.80 for year ending 30.6.1905	5 1/2 %	\$32	
TAIKU TUG AND LIGHTER COMPANY.								
Taiku Tug and Lighter Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 81,200	Final of Tls. 2 making Tls. 4 for 1905	11 %	Tls. 378 sales	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$140,000 \$86,179	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 %	\$180 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	Nil.	\$32,588	\$3 for 1897	... \$25	Tls. 721 buyers
Malak Sugar Cultivation Company, Limited	7,000	\$100	\$100	Tls. 100,000	Tls. 3,723	Tls.		